Men Try to Have Fun With You.

Weakfish are biting along the edges of the channels, and in a few days bluefish will be jumping for the silvered lure a little way off shore. The floor of the adjacent sea is tiled with fluke; and ling, beneficent scavengers of the brine, are on the job.

Hundreds of owners of small craft in the waters hereabouts have found, season after season, recreation and pleasure in the pursuit of these and other varieties of salt water game, but this year a scare has been thrown into the hearts of all of those (about nine out of ten) who have serious effect that some of them have offered their boats for sale and others have begun

preparations for laying them up.

The alarm has seized not only the owners of the little craft whose recreation is fishing of the little craft whose recreation is making but also the possessors of small motor boats used in running about the harbor for pleas-ure, and to some extent yacht owners in these waters who have small gasolene skiffs as tenders to their larger craft. The cause of the alarm is the frequent holdups of boats of these descriptions by "the Government boat," as any tug in the service of the Surveyor of the Port is designated. Whether it has been done in a spirit of fun or from a mistaken notion as to their duties, some of the officials have turned their atmuch to mar the enjoyment of small boat

These holdups by the Government boats have produced the impression that all the little private boats with a gasolene kicker in them are subject to nearly the same laws that govern steamboats and steamships, and some owners have made efforts that are both pitiful and fudicrous to seem to be willing to try to comply with those laws. Others have given up attempting to use their boats except on the shoals and in the coves and creeks, and as previously said, have decided to abandon

In the office of the Surveyor of the Port In the omice of the Surveyor of the Fort the subjoined information was imparted authoritatively to a Sun reporter. It refers to private undocumented motor and auxiliary motor craft and to no others. What is meant by a private undocumented boat will be explained later. The regulations for documented motor and auxiliary motor boats are different, as are those for boats that are not classed as private. Among

const will be explained later. The regularions for documented motor and auxiliary motor boats are different, as are those for boats that are not classed as private. Among the latter are the craft with motors in them that carry sailing and fishing parties, and the Surveyor has done a good work in requiring them to comply with such regulations as there are put down for the safety of their passengers.

It is not the purpose of Gen. Clarkson and his assistants to pester the users of small motor boats. On the contrary he wants to see them get all the recreation and fun that can be got out of their favorite sport. He knows that the regulations as they now stand are not the best that could be made, and these regulations are now in process of revision. But it is his duty to enforce so far as is possible all the rules that his office requires him to enforce in respect to all manner of craft that fall within his jurisdiction.

The regulations as to the use of small motor craft are a patchwork of Federal laws and of rules adopted or modified to suit temporarily the new conditions that come up with the spread of motor boating. They contain some requirements that do not add to the safety of those using the motor boats or of those on board other craft where motor boats are used and they ignore most of the dangers of careless motor boating.

As they now stand the requirements as to private undocumented boats driven wholly or in part by motors of the explosive type are few and easily borne in mind and complied with. A private boat is one too small to be required to take out

freight for pay. An undocumented boat is one too small to be required to take out Custom House papers. The regulations following apply to all private motor driven craft of less than sixteen tons measurement. They require that every such boat shall be provided with

REQUIRED.

Fog horn.

Two printed copies of the pilot rules.

The bell must be "efficient." This is explained to mean a bell of which the sound may be heard at a sufficient distance in a fog to be of material assistance to other

explained to mean a bell of which the sound may be heard at a sufficient distance in a fog to be of material assistance to other craft in avoiding a collision.

The whistle may be blown with compressed air furnished by the motor or by a hand pump. A whistle blown with the breath will not pass inspection.

The fog horn is just a fog horn.

Few users of small motor craft know that the two copies of the pilot rules are among the requirements. These may be obtained free of charge from the steamboat inspection authorities. One copy must be permanently fixed in the boat, the other may be carried anywhere on board.

The regulations further require that boats of the descriptions under consideration must show side lights when running between sunset and sunrise and a riding light when at anchor within that period. These side lights must be separate. The so-called "combination" light will not answer. There is no rule as to the height above the water at which the side lights must be carried or the anchor light displayed. Strict compliance with regulations requires that both side lights be shielded so that neither can be seen across the bow from the opposite side or from a position more than two points abaft the beam.

The riding or anchor light may be any lantern of ordinary power that is not easily blown out by the wind. It may be shown anywhere on the boat.

A boat halled between sunset and sunset by a vessel in the Surveyor's service is not compelled to have side lights or an anchor light on board. The user may say that his lights are ashore or that he does not use the boat between sunset and sunrise—if those statements are the truth. But unless he feels pretty sure that he will not have to run after sunset some evening to get back to his tying up place or have to anchor out at right he hed hetter have his side lights.

have to run after sunset some evening to get back to his tying up place or have to anchor out at night he had better have his side lights and his white lantern on board at all times when going even a few miles from his home

In a private motor boat or motor auxiliary of less than sixteen tons measurement there is no requirement as to

NOT REQUIRED. Life preservers.

License.

The owner of the boat is supposed to provide for the safety of those on board, but with the means the Surveyor of the Port has nothing to do.

It is entirely at the discretion of the owner of the boat whether she have any name or not, and if she have a name whether it be displayed on the boat or not. This exemption applies only to undocumented private boats; that is, boats of less than sixteen tons measurement, which are not required to obtain papers from the Custom House.

tom House.

Vessels in the service of the Surveyor of the Port may hail any boat in navigable waters and ask questions. The officers in charge may request the user of the small boat to tell him the name of the boat and of the owner, and to prove to him that the small boat has on board the required belt, whistle, foghorn and copies of the pilot rules. If the time is between sunrise and sanser he may ask about the side lights and anchor light, but it is no violation of the regulations not to have them on board. The officer in charge of the Government boat has no more authority than any private person to ask about life preservers or license. waters and ask questions. The officers in charge may request the user of the small boat to tell him the name of the boat and to tell him the name of the boat and to tell him the name of the boat and sof the owner, and to prove to him that the small boat has on board the required bell, whistle, foghorn and copies of the pilot rules. If the time is between sunrise and sunset he may ask about the side lights and anchor light, but it is no violation of the regulations not to have them on board. The officer in charge of the Government boat has no more authority than any private person to ask about life preservers or license.

Seized with a cramp or stricken with heart failure. Several hundred persons saw him struggling, but thought he was trying to fool them. Beatty's wife realized the danger, but the man was dead in the water when help came.

George Murray, 47 years old, of 210 Thirty-first street, Brooklyn, died a few minutes later in almost the same manner while in the water off West Twenty-fourth street, Coney Island. Murray was rescued, but lived only until he had been carried into the Reception Hospital.

The bodies of the men were taken to Kowski & Jentser's morgue at Coney Island.

MOSQUITO MOTOR BOAT AHOY!

COME ALONGSIDE AND HEAR
THE RULES YOU MUST OBEY.

Learn Them and Fellow Them, for it's Easy, and Yeu Will Know What to Say if "the Government Beat"
Men Try to Have Fun With You.

As the regulations now stand owners of motor boats or of motor auxiliary craft or of yacht tenders of less than sixteen tons measurement and used only as private boats should provide themselves with bell, whistle, foghorn and copies of the pilot rules, and if they are to use their boats between subset and sunrise with sailing lights and an anchor light. They will then be within the regulations and can afford to make courteous replies if halled in navigable waters and questioned by the officer in charge of the Surveyor's boat.

The officers in charge of this matter say that the regulations do not take notice of

make courteous replies if hailed in navigable waters and questioned by the officer in charge of the Surveyor's boat.

The officers in charge of this matter say that the regulations do not take notice of the peculiar dangers of motor boating in craft carelessly used. Among the greatest of these dangers are those of carrying gasolene in cans, of neglecting leaks in the gasolene piping, of going out with insufficient ground tackle (for the best of motors will sometimes balk) and of using matches carelessly. All of these can be avoided by careful and intelligent use of the boat, and there is no reason why, weighing the chances of mishap in motor craft against those in sail craft, the one should be regarded as much more dangerous than the other.

So, captains, commodores and admirals in command of private motor vessels of the mosquito classes, from sixteen feet or less in length up to sixteen tons burden, go on with your fishing, and good luck to you; go on with your spinning about the harbor and don't worry about being held up by "the Government boat" so long as you have your bell, whistle, foghorn and pilot rules on board between sunrise and sunset and in addition your three lights during the other twelve hours.

You know, captains, commodores and admirals, and so no doubt do the Surveyor and his assistants, that the only one of these daytime requirements that adds to your safety or that of anybody else is the trusty old foghorn, but all the same the law is the law, so get a bell and a pump whistle and the pilot rules. In addition take along your lantern and a pair of side lights when you are likely to have to run in navigable waters at night.

Falling to do these things, get what fun and fish you can in or close to unnavigable waters. "The Government boat" draws about eight feet of water. How many inobes do you draw?

SUITS AGAINST E. R. THOMAS.

The Police and Man Whose Coach Was Wrecked by His Auto Begin Actions. Lowe Brance, N. J., Aug. 18.—E. R. Thomas, whose leg was dislocated on Friday night when his racing automobile hit a coach near this place, passed a comfortable, night but is quite sore to-day. He was served with papers in an assault charge brought by Daniel Connolly, driver of the coach. Justice Charles Corn took Mr. Connolly's statement from his bed in the hospital to-day. He said that Con-nolly was in bad shape, his nerves being shattered.

The warrant was read to Mr. Thomas in his private room in the hospital by Con-stable George H. Miller. Bail was fixed at \$500. Mr. Thomas will furnish a bonds-man. The suit will be tried before Justice Corn unless Mr. Thomas waives the ex-amination to await the action of the Grand

amination to await the action of the Grand
Jury.

Chief of Police James Layton also swore
out a warrant this afternoon for the arrest
of Mr. Thomas for reckless driving. He
said he would not serve the warrant until
Mr. Thomas was able to receive visitors.

"He is under the jurisdiction of the police
court," he said, "and cannot be removed
without our knowledge."

The penalty for violation of the ordinance is \$100 fine or ninety days in jail,
at the discretion of the Recorder. Mayor
Charles O. McFadden, who is the real head
of the Police Department, is in favor of the
full penalty being meted out.

of the Police Department, is in favor of the full penalty being meted out.

Two other suits in all probability will face Mr. Thomas—one for damages sustained by Mrs. Hyman Cohen and daughter, Helen, who were in the coach that was hit, and the other by Mr. Seelig, whose team was killed and carriage damaged.

Seelig places his loss at \$1.500. Mrs. Cohen Seelig places his lose at \$1,500. Mrs. Cohen and Miss Cohen escaped serious injury, but how they escaped is somewhat of a mystery, for the coach was wrecked.

JURIST AT SHORTSTOP.

Justice McCall Among the Distinguished

Players at a Catholic Outing. Three hundred members of the Catholic Young Men's Association and their guests elebrated yesterday the thirty-third anniversary of the organization of the associ-ation with the bulliest kind of a blowout at Bohm's at New Dorp, Staten Island. While there were all sorts of merrymaking

While there were all sorts of merrymaking and speechmaking and feasting, the feature of the day was a baseball game between the fats and the leans.

Among the players on the fat team were Supreme Court Justice Edward E. McCall, who covered shortstop; Police Magistrate Joseph Moss, Alderman Mike Stapleton, Deputy Fire Chief Dick Callahan, Assemblyman Big John Murray and Police Captain John McNally of the Elizabeth street station, who pitched the fats to victory, the score being 8 to 6.

The members and their friends spent the entire day having a good time, and late in the night drove to the clubhouse at 94 White street in tallyhos. John J. Traynor, president of the club, acted as toastmaster at the dinner at Bohm's. Justice McCall and other distinguished members made speeches.

QUENTIN WINS EGG RACE.

President's Son Takes Part in a Field Meet

to Ald a Hospital. OTSTER BAY, Aug. 15.—Quentin Roosevelt, youngest son of the President, was one of the features of the annual field meet of the Oyster Bay Riding Academy, held to-day for the benefit of the Nassau Hospital. He and Kermit attended the meet, and he resisted the temptation to enter the manikin, obstacle and potato races, but when the egg and spoon race came along Quentin ounced himself as a candidate.

announced himself as a candidate.

This race consists in riding on horseback carrying an egg on a spoon. Quentin was hard pressed by some of his competitors, but he finally won by a good margin.

Frederic R. Coudert captained the meet and the judges were Capt. E. Mortimer Ward, James Byrnes and Auguste P. Montant

tant.

In the affinity race Benjamin Young dislocated his finger when assisting his lady
partner into her saddle. He cried out that
his finger was out of joint and she grabbed
the finger and pulled it back into place
while the crowd cheered.

The meet netted a liberal sum for the
hospital.

DROWN IN SHALLOW WATER. One Life Lost at Fort Hamilton, Another at Coney Island.

David Beatty, 66 years old, of 87 York street, Brooklyn, was drowned in two feet of water while wading into the bay at the foot of Fourth avenue, Fort Hamilton, yesterday afternoon. He was evidently seized with a cramp or stricken with heart

WEATHER MAP OF ATLANTIC | IN MR. WALTERS'S ART GALLERY.

GERMAN EXPERT PLANS TO LESSEN SHIPWRECKS.

Comes Over to Interest Our Weather Bureau in an International Forecasting Plan Which Makes an Observation Station

Dr. Peter Polis, director of the Meteorological Observatory at Aachen, Germany, arrived yesterday by the Hamburg-American liner Kaiserin Auguste Victoria with a scheme by which the world ashore and affoat may be informed by daily bulletins of weather conditions on the Atlantic just as folks of the United States are informed of atmospheric transformations on

Heretofore the prophecies of the experts frequently have received black eyes by cyclonic disturbances that have cavorted in unexpectedly from the vast that is without local forecast stations. It is the plan of Dr. Polis to make every steamship fitted with wireless a peripatetic meteorological station and to issue aboard ship and on land charts picturing, after the manner of our own Weather Bureau maps, the weather of two continents and the sea

All that the meteorologists will need after the establishment of the roving sea stations is balloon or airship observatories by which they may translate the meanings of the upper air currents. Then they will defy the elements to brew a storm that cannot be foretold accurately maybe a week before it strikes these parts.

Dr. Polis has been here before studying the American method of collecting data about the weather ashore and he has adopted many features of the American

about the weather ashore and he has adopted many features of the Mashington office of the Weather Bureau met him at the Hamburg-American pier and accompanied him to washington.

On the Kaiserin Dr. Polis experimented with his plan, keeping in touch with the Washington weather office on the latter half of his 3,000 mile trip. He was in communication with nine liners, and all of them told him exactly what the barometer, thermometer, hygrometer and anemometer were doing in their respective localities. With these facts he readily constructed a weather may depicting the sea changes.

He hopes to get the United States to cooperate with Germany and possibly other nations in the work of charting the progress of storms at sea so that the navigator, whether he commands sailing craft or vessels propelled by steam or gasolene, may be warned when in port or on the deep of trouble in his course.

Dr Polis wants the Weather Bureau here to use numerals instead of words in its wireless system in describing the force of winds. This is called the Reaufort method, I being a calm and 12 a hurricane. Dr. Polis used a kite on the Kaiserin to get the weather conditions of the upper air until a stiff breeze carried the kite Europeward.

Dr. Polis said that the danger of collision in fogs and peril in unheralded storms would be eliminated by the new system of sea prophecy. The scheme involves the publication both on land and sea of charts telling the weather conditions and the probabilities. While Dr. Polis does not expect to do away with shipwreeks, he expects to reduce them so materially that they will be so rare as to be regarded as sensations even by the ship news reporters.

FUNERAL OF IRA D. SANKEY Held in Presbyterian Church and Methodist Minister Officiates.

The funeral of Ira D. Sankey, the noted hymn writer and singing evangelist, who died on Thursday night at his home, 158 South Oxford street, Brooklyn, after an illness extending over several years, was held yesterday afternoon at the Lafayette Avenue Presbyterian Church. The church was not more than half filled and the serrices were of a simple character.

Mr. Sankey was a Methodist until he oined the Lafayette avenue church about seven years ago, and the Rev. Dr. Charles E. Locke, pastor of the Hanson Place Methodist Episcopal Church, officiated,

assisted by the Rev. Dr. E. D. Bailey, assistant pastor of the Lafayette avenue church. Among those present was W. R. Moody, a son of the late Dwight L. Moody, with whom Mr. Sankey was engaged in evangelistic work for many years. Mr. Moody came on from Northfield, Mass., to attend the funeral.

Four of Mr. Sankey's favorite hymns, "The Ninety and Nine," "Sleep On, Beloved," "There'll Be No Dark Valley" and "Only Remembered," were sung, the first by C. C. Sankey, a cousin of the deceased, and the other three by a quartet.

The Rev. Dr. Locke made a brief address in which he spoke of the worldwide fame of the deceased as a singer and hymn writer.

The Rev. Dr. Bailey announced that a memorial service for Mr. Sankey would be held at the church in the fall. The pallbearers, who were chosen a year or so ago by Mr. Sankey himself, were S. N. Reeves, William Harkness, C. W. McWilliams and John N. Beach.

The interment was in Greenwood Ceme-

OBITUARY. James Wilson Alexander MacDonald, the dean of American sculptors, who died on Friday at Yonkers, was born of Scotch-Irish parents in Steubenville, Ohio, August 25, 1824.
As a bov he spent so much of the time which edly was devoting to work about the farm in drawing pictures upon the barn doors colishness he would be apprenticed to a blacksmith. He went to St. Louis in 1841 to become a clerk in a publishing house. He studied art diligently at night, and although after a term a clerk in a publishing house. He studied art diligently at night, and although after a term of eleven years his employers took him into partnership he gave up the business two years later to devote himself to his chosen profession. He remained in St. Louis until the outbreak of the civil war, and while there made the first portrait bust cut in marble west of the Mississippi—that of the Hon. James T. Benton, United States Senator from Missouri. The first order he executed in New York was a marble bust of Charles O'Connor, the lawyor, which is now in the centre hall of the Appellate Court. Soon after he made the bust of James T. Brady now in the Law Library. The bronze statuse of Edwards Bahr, Attorney-General in Lincoln's Cabinet, which stands at the head of the main drive in Forrest Park, St. Louis, is his work, as is also the bronze status of fits-Greene Halleck in Central Park, Among his other works are a colossal bust of Gen. Winfield Scott Hancock in Hancock Square at 122d street, another of Gen. Hancock in the Metropolitan Museum of Art, a colossal bust of Washington Irving in Prospect Park, Brooklyn, and a bust of Thomas Paine in a park in New Rochelle. The most notable achievement of his later years is the portrait of George Washington, more than 300 copies of which have been placed in the public schools of New York city. Shortly before his death Mr. MacDonald completed a companion bust of Lincoln. Mr. MacDonald was an active member of the Microscopical Society and was associated with the late Andrew Green and Luther Marsh in trying to obtain more public parks for New York city. He interested himself for many years in a scheme to establish a national school of art and delivered many lectures on various subjects connected with art.

Henry Folger, 67 years old, United States

lectures on various subjects connected with art.

Henry Folger, 67 years old, United States vice-consul at Kingston, Ont., died at Kingston to-day. He was vice-consul for thirty years, longer than any other American official in the same position in Canada. For several years he was manager of the St. Lawrence Steamboat Company. Three sons survive him—Henry, of New York city; Howard S., manager of the Thousand Islands Steamboat Company, and B. W., manager of the Niagara Navigation Company of Toronto.

Dr. Homer T. Fuller, a former president of the Worcester Polytechnic School and of Drury College at Springfield, Mo., died Friday at Saranac Lake, where he was seeking health. He will be buried at Fredonia, N.Y., where he lived for the last three years. Henry J. Fuller, president of the Fairbanks Canadian company, is his brother. His sister, Miss Mary Fuller, is a teacher of history at Smith College.

Themas J. Tiiney, who was engaged in the broterage and mining business, died on Friday at his home, 272 Hicks street, Brooklyn, in his thirtieth year. He was a member of the Orescent Athletic Club. He leaves a widge and one son.

All the Objects New in Place for the Public

Good tidings were brought to many people by the news published in Baltimore yesterday of the completion of the placing of all the objects in Henry Walters's art gallery with word that February will see the gallery opened to the public. In meantime the work of cataloguing will be completed. How much labor is involved in the arrangement and careful classification of the collection is indicated in the following account from the Baltimore Sun of what has been and is still going on.

After months of unceasing and exacting toil the army of workmen under the direction of Faris C. Pitt engaged in the placing of the famous collection of art and sculpture in the new Walters Art Gallery at the northwest corner of Washington place and Centre street, have finished their work, and every painting, piece of statuary and bric-A-brac is now arranged as it will be found when the famous gallery is thrown open to the public next

The delay in opening the gallery is due to the fact that it will require several months to complete the catalogue, which is in the course of compilation. In keeping with this custom of making careful investigation and sparing no time or expense to verify the authenticity of paintings Henry Walters has engaged a corps of art critics to pass judgment upon each individ-ual piece in his collection. It is his determination to have the catalogue absolutely tion it is designed to impart.

Mr. Walters is in daily touch with a number of celebrated authorities on art in New ber of celebrated authorities on art in New York and these men are giving their time and talents to Mr. Walters in his effort to have a complete and reliable catalogue.

The catalogue will be compiled along the lines of the one used at the Metropolitan Museum, New York. It will give the place of birth, the schools attended and the famous works produced by the artists whose works are owned by Mr. Walters. The works of the artists in the gallery will be elaborated upon, telling when they were produced, the conception of the artist or the subject treated. If an individual, a short history of the personage will be included.

cluded.

For the purpose of establishing the producers of the famous Massaranti collection of antiques Mr. Walters has engaged the services of a number of distinguished scholars of the Roman epoch, including a number who now are connected with the best European schools. This collection embraces more than two thousand vases, Greek and Roman marbles and a number of famous paintings. It is the aim of Mr. Walters to find out who made each of these beautiful specimens of the artist craft, when he lived, hi methods of workmanship and how the piece came into the possession

beautiful specimens of the artist craft, when he lived, hi methods of workmanship and how the piece came into the possession of Father Massaranti. This collection was purchased by Mr. Walters in May, 1902, for \$1,000,000. It has never been seen by the general public. Critics and connoisseurs agreed when the announcement was made of the purchase that this collection would put the Walters gallery on equality with the great public museums of London, Paris and Berlin.

In addition to this work Mr. Walters has engaged a noted Boston lithographer to compile a book illustrating some of his most famous ceramics. These plates are being made with great care, faithfully reproducing every delicate shade that gives the work its individuality and shows the true artist. This work requires the efforts of a number of artists of high attainments and will be a delight to the eye when finished. It is said that each of these books will cost several hundred dollars and that about a thousand will be made. It is believed that Mr. Walters will distribute them among his most intimate friends, including a number of famous artists and art critics.

Throughout the art world Mr. Walters's

including a number of famous artists and art critics.

Throughout the art world Mr. Walters's collection is neted for the extensive and important specimens of Oriental ceramics. These porcelains, exquisite in coloring and graceful in form, these elaborately carved ivories and beautiful lacquers, constituted the Japanese exhibit at the exhibition at Vienna in the late "70s. The exhibit was the first ever made by Japan in a foreign country and it was representative of the cholcest work of the Mikado's realm.

do's realm.

It was stated by a well known artist in close touch with Faris C. Pitt, who is Mr. Walters's personal representative in Baltimore, that in all probability Mr. Walters would engage a celebrated art critic as curator to supervise his collection and to act as a guide. His duties would also consist of imparting information concerning any piece of art other than the limited amount contained in the catalogue. He would act in an advisory capacity to Mr. Walters in strengthening his collection.

75,000 UNEMPLOYED WOMEN in the State-Plans to Help Them Get Work

-Women's League Campaign. Mrs. Belle De Rivera, president of the Women's League of New York State, which was organized about six months ago to take up, among other things, the finding out of channels of work for unemployed women, explained yesterday the result of the league's campaign for the reemployment of women who became idle in the dull times. The work of the league has been confined not so much to providing work for women as to finding where they

could go to get it. Mrs. De Rivers has had replies from a large number of firms to which she wrote asking what the chances were for the employment of women, how many they could employ and when they could take them on. In the replies jobs were guaranteed for several thousand women throughout the State, in some cases at once and in others this city said that it was employing women now. A women's waist manufacturing concern replied that it would start to run full time at once. D. F. Goodrich, a rubber firm of Akron, Ohio, wanted to know how many women from New York were willing to go there. A department store in this city said it would take on 750 new employees on September 15 and half a dozen other firms replied that early in September they would be taking on a great many employees.

Mrs. De Rivera made public a number of Mrs. De Rivera made public a number of letters received from unemployed women. The most striking was from the widow of a civil war veteran who has no pension.

"I am an American 12 years of age," she wrote, "and my husband died three years ago. A large preperty entrusted to him by me was squandered and at his death I was left destitute and without a relative in the world. I have ministered to the sick, soothed and comforted the dying and performed the last aad offices for the dead many years. My heart and my purse were ever open to the cry of the needy and distressed, but in this, the darkest hour of my life, I have not one to whom to look to for comfort or help."

The writer said that she has answered every advertisement for help and walked until she was footsore, but could not find work.

work.

Mrs. De Rivera estimated that there were about 75,000 women out of work in this State. Statistics of persons out of work generally did not include women, she said. She estimated that about 10 per cent. of the women in all vocations throughout the State were out of work. A committee will form plans to assist in putting unemployed women in touch with persons who can employ them.

Town Where the Gold Falled Is No More. BUTTE, Mon., Aug. 18,—Despatches from Alaska tell of the recent abandonment of Copper Centre, once a flourishing town in the Elondike. Of the 1,200 buildings there not one is now occupied, nor is there a single person in the town. Failure of the gold deposits caused the general exodus of 10,000 inhabitants.

Dr. Lyon's **Tooth Powder**



Cleanses, preserves beautifies the teeth, and Purifies the breath A superior dentifrice for people of refinement Established in 1866 by

J. H. Lyon, D.D.S.

BALDWIN'S SHIP A SUCCESS Passes All Tests and Is New Government

WASHINGTON, Aug. 15.—Sailing over the hills of Virginia to-day for two hours and covering about twenty-nine miles, or three more than were required, Capt. Thomas 8. Baldwin's military airship passed through its official test for endurance with ease. Yesterday the balloon met the speed requirements by making an average of 19.61 miles an hour, or three miles an hour above the minimum limit required by the contract.

The balloon is now virtually Government property. The board of army officers who conducted the trials are more than satisfled with its capability. They will hold a meeting at the War Department on Monday

to prepare their report.

Capt. Baldwin will receive about \$6,000 for his airship, according to the contract

At the end of the two hours flight he said that he was well satisfied with his coming pecuniary reward, but that the airship was probably the cheapest the Government would ever be able to buy. To-day's trial was considered a thorough test of the stability of the airship. For two successive hours the engine was worked and the cylinders showed no effect of the work. The flight could have been continued much longer. The propeller was speeded up to about 400 revolutions a minute.

The starting line was crossed at 5:42 o'clook. Seven round trips over the four and one-eighth mile course from the parade ground at the fort to Cherrydale, Va., were made, with the balloon under entire control every minute. Most of the distance was travelled on an even keel. There was neither rolling nor plunging from start to finish. pecuniary reward, but that the airship

neither rolling nor plunging from start to finish.

As the balloon turned the starting flag at the beginning of the seventh trip the crowd cheered loudly and shouted congratulations to Capt. Baldwin, who was not more than 100 feet above the ground. It was nearly dark when the balloon returned for the last time and circled four times above the parade ground before the army officers were able to make it clear to the navigator that his time was up and the day won.

Major Squiers, president of the board, was one of the first persons to congratulate Capt. Baldwin and Mr. Curtis, the engineer. As the balloon was being towed into the tent Capt. Baldwin said: "Handle her gently. She belongs to the Government now."

Had a Jolly Time of It Too-Will He Wed

Sir Genille Cave-Brown-Cave arrived yesterday in the steerage of the Cunarder Lucania, not, as he remarked, because he could not afford to come otherwise, but because he liked the unaffected, blithes and democratic manners of folks between decks. He says he spent "five bob" a day treating the "poor, thirsty devils," and that he incidentally took a few himself. His specialty was brandy and soda, which he requested a reporter who interviewed him to buy for him on the pretence that he was broke. Later he showed gold pieces and insisted that he was not a nobleman, but merely Mr. Brown, an American citisen. He had to prove his citizenship to an Ellis Island inspector, and he was careful then to hand over his card, which read:

The knight wore a gold bracelet on his left wrist which he said a lady of Denver had the key of and that only she could unlock it. He also said he was going to Denver, but did not mention that as his object. As the gossip of the ship had it, he was to wed an American heiress. He had a very good time on the trip and looked a little weary about the eyes.

Sir Genfelle is sometimes called the "cowboy baronet" because he has spent much time in the West as a cowpuncher. He returned to England not long ago in the cabin of a White Star liner to claim the estate of his fater, the late Sir Myles Cave-Browne-Cave. It was several years before the solicitors of the estate found Sir Genielle, who had been working as a miner and cowboy in Colorado and who did not seem to care much whether or not he was discovered. The estate is heavily mortgaged. The estate is heavily mortgaged.

BOXING ON PLUM ISLAND, Which Is United States Property-Police De Not Interfere.

In the presence of Police Captain Formosa and two of his detectives several boxing bouts took place yesterday on Plum Island, Sheepshead Bay. The bouts were in the open and were held under the auspices of the "United States Military and Sporting

Club."

Jerry Casey and Jed Carsey fought a six round draw. Philly McGovern, a brother of Terry, and Joe Kampha figured in the next bout. Kampha went out in the second round. Winfield S. Overton and William N. Cohn, the principal backers of the club, asked to be arrested. Overton has a lease on Plum Island from the United States Government. He claims that since the island is a Government reservation, the local police have no jurisdiction.

Capt. Formosa did not interfere with the arrangements, but gathered evidence to place before the Federal authorities, so that i there was any violation of the law the Government can use the captain and his men as witnesses.

Col. Marshall of the Engineer Corps has charge of Plum Island, which was purchased by the Government as a site for a fort. The ground is not solid enough to bear the weight of heavy guns and the stone encasements of a fort and was abandoned. Mr. Overton paid \$3,000 a year for the lease of the island.

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In Flowered Dotted Swiss

at \$1.50

House Gowns In Flowered Dotted Swiss at \$2.25 and \$2.95

Dressing Sacque Dept. White Dotted Swiss Dressing

Sacques at 98c.

Wash Waist Dept. Lingerie Waists In Fine Batiste, Lace Trimmed at \$1.95 and \$2.95

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Best Quality Wilton Velvets \$1.15 and \$1.00 per yd.

\$1.15 per yd. Best Quality Axminster \$1.10 and 97%c. per yd.

Best Quality Body Brussels

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Best Quality Smyrna Rugs (9x12)

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The balance of our fine stock of China, Japan and Grass Mattings and Rugs, also Porch Rugs will be closed out at a great reduction. If you do not need any of the above for your present wants, anticipate your future requirements for the Fall.

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